

Facility Name: Marianna Municipal Airport				Inspection Date: 3/23/2026	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: MAI		FAA Site No.: 03319.*A		FDOT District: 3	
4.00 Miles NE of Marianna				County: Jackson	
ARP Latitude: 30° 50' 17.597		Source: Estimated		Ownership: Public	
ARP Longitude: 85° 10' 56.005				Use: Public	
Elevation: 110		Source: Surveyed		Sectional Chart: NEW ORLEANS	

Note: Primary contact shows below with a background.

Facility Owner: Marianna Municipal Airport Development Authority			Facility Physical Address	
Address: PO Box 936			Address: 3689 Industrial Park Dr	
City: Marianna	State: FL	ZIP: 32447	City: Marianna	State: FL ZIP: 32446
Phone: (850) 482-4353	Fax: (850) 482-2217		Phone: (850) 482-2281	
Email:				
Owner Representative: William Long			Facility Manager: Clay Wells	
Address: 2895 Jefferson St			Address: 2895 Jefferson St	
City: Marianna	State: FL	ZIP: 32446	City: Marianna	State: FL ZIP: 32446
Phone: (850) 482-4353			Phone: (850) 482-4129	
Email: wlong@mariannafl.city			Email: cwells@mariannafl.city	

Acres: 632	Residential Airpark: No	Beacon: C-G	
Section: 15	Township: 05N	Range: 10W	Wind Indicator: Yes
Lighting Schedule: Sunset to Sunrise			Lighted: Yes
Attendance Schedule: Month/Day/Hour			Notes:
ALL / MON-FRI / 0800-1700		Segmented Circle: Yes	Lighted: No
		Facility Website: https://www.cityofmarianna.com/airport	
		Ask in any new facility aeriels/photos are available	

Based Aircraft					
Year: 2011	Single Engine: 35	Jet Engine:	Glider: 1	Ultralight:	
Source: Inspector	Multi Engine: 5	Helicopter: 3	Military:	Seaplane:	
Total Based Aircraft:					

Annual Operations					
Year: 2010	Air Carrier:	Air Taxi:	GA Local: 10,816		
End Date: 01/01/2011	Commuter:	Military: 9,200	GA Itinerant: 8,000		
Total Annual Operations:					

FAR 139 Certificated

FAA NavCom					
FSS ID:	☒ GNV	Clearance Delivery:	☐		
FSS on Airport:	☒ No	Ground Control:	☐		
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☐		
VorTac:	☒ MAI	Approach Control:	☒ 133.750	134.300	
AWOS/ASOS:	☒ 133.525	Unicom:	☒ 123.000		
Instrument Approach:	☒ LPV, LNAV/VNAV, LNAV, VOR	ATIS:	☐		
		CTAF:	☒ 123.000		

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Services

Fuel:

A ☒
 A1 ☐
 A1+ ☒
 B ☐
 B+ ☐
 Diesel ☐
 E85 ☐
 G100UL ☐
 Mogas ☐
 SAF ☐
 UL102 ☐
 80 ☐
 85UL ☐
 87 ☐
 91/96 ☐
 91/96UL ☐
 100 ☐
 100LL ☒
 100VLL ☐
 115 ☐

Bottle Oxygen:

High ☐
 Low ☐

Bulk Oxygen:

High ☐
 Low ☐

Transient Storage:

Buoy ☐
 Hangar ☒
 Tie Downs ☒

Airframe:

Major ☒
 Minor ☒

Power Plant:

Major ☒
 Minor ☒

Other Services:

Aerial Surveying ☐
 Air Ambulance ☒
 Air Freight ☐
 Aircraft Rental ☐
 Aircraft Sales ☐
 Avionics ☐
 Beaching Gear ☐
 Car Rental ☐
 Cargo ☐
 Courtesy Car ☒ Please call us for acceptance
 Charter ☐
 Crop Dusting ☐
 Glider ☐
 Glider Towing ☐
 Instruction ☐
 Internet ☒
 Lodging ☐ 5 miles
 Parachute Jumping Area ☐
 Restaurant ☐ 5 miles
 Restrooms ☒
 Taxi ☐
 Telephone ☒

Aircraft Charging Stations:

Electric Charging Stations ☐
 Hydrogen Charging Stations ☐
 Battery Charging Stations ☐
 Solar Charging Stations ☐
 Auto Charging Stations ☐

Aircraft Electric Charging Power Rating:

Alternating Current ☐
 Direct Current ☐

Aircraft Electric Charging Station Plug Type

AC - J1772 ☐
 AC - Mennekes ☐
 DC - GB/T ☐
 DC - CCS Type1 ☐
 DC - CCS Type2 ☐
 DC - MCS ☐
 DC - CHAdeMO ☐
 Other ☐

Support Infrastructure:

Passenger Waiting Facility ☒
 Aircraft Tug Station ☐
 Deicing Equipment ☐
 Battery Thermal Conditioning System ☐
 Maintenance Platforms, Ladders, Inspection ☐
 Provider of Services ☐
 Fire Suppression/Extinguishing System ☐

Aircraft Cabin Thermal Conditioning Equipment ☐

Passenger/Cargo Loading Equipment ☐

Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

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Runway ID	Status	Dimension	Surface	Condition	Lights
08/26	Existing	4,763 x 100	Asph	Poor	None

Comments:

RWY 08

FAR 77 Category B(V).

RWY 26

FAR 77 Category B(V).

Approach ratio required is RWY 08 20:1 and RWY 26 20:1.

Primary surface required is 500 feet wide.

Transitional surface required is 0:1.

Safety area required extends 240 feet beyond each runway end.

Runway 08

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
08	30° 50' 26.2234	85° 11' 08.9573	Surveyed	34:1	NPI-P	N	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		34:1	TREES		52 ft	1,950 ft	Before Runway End	285 ft R

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 26

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
26	30° 50' 32.9821	85° 10' 13.3614	Surveyed	31:1	NPI-P	N	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		31:1	PLINE	M	40 ft	1,440 ft	Before Runway End	0 ft Both

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination
BRUSH	30° 50' 34.58	85° 10' 15.37	Estimated	150 ft	N	4 ft	No	No	No		
BRUSH	30° 50' 35.07	85° 10' 14.89	Estimated	210 ft	N	4 ft	No	No	No		
Runway ID	Status	Dimension			Surface			Condition		Lights	
18/36	Existing	6,001 x 100			Asph			Good		MIRL	

Comments:

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RWY 18

FAR 77 Category C.

RWY 36

FAR 77 Category B(V).

Approach ratio required is RWY 18 34:1 and RWY 36 20:1.

Primary surface required is 500 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 18

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	30° 50' 37.68	85° 11' 08.39	Surveyed	25:1	PIR-F	P4L	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		25:1	TREES		35 ft	1,070 ft	Before Runway End	35 ft R
Runway End	No		30:1	TREES		35 ft	1,070 ft	Before Runway End	35 ft R
Marked Displaced Threshold									
Required Displaced Threshold	No	120 ft	34:1	TREES		35 ft	1,070 ft	Before Runway End	35 ft R

Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	30° 49' 38.2891	85° 11' 08.3759	Surveyed	26:1	NPI-F	P4L	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		26:1	TREES		68 ft	1,955 ft	Before Runway End	190 ft R
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronautical Study	Determination
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Instrument Approach

18/36	Type	A	B	C	D	E
18	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
18	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
18	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	

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Deficiencies

Inspection Date 3/23/26

Next Inspection 3/31/27

Deficiencies

A. In accordance with Chapter 330.30(2)(f)1., F.S. A license of a publicly or privately owned general aviation airport that is open to the public, that has at least one runway greater than 4,999 feet in length, and that does not host scheduled passenger-carrying commercial service operations regulated under 14 C.F.R. part 139 shall not be renewed or reissued unless an approved security plan has been filed with the department.

The Florida Department of Transportation approved General Aviation Airport Security Plan on file for Marianna Municipal Airport Field expires on 03/27/2026.

Corrections

Corrected? Yes

Date Corrected:

The Florida Department of Transportation approved the General Aviation Airport Security Plan on April 22, 2026.

Deficiencies

08/26 : In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Taxiway (E)
Hold
Position

Taxiway E hold position markings do not contain a sufficient amount of glass beads.

08/26 : In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Taxiway (F)
Hold
Position

Taxiway F hold position markings do not contain a sufficient amount of glass beads.

08/26 : In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Taxiway (G)
Hold
Position

Taxiway G hold position markings do not contain a sufficient amount of glass beads.

18/36 : In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Taxiway (E)
Hold
Position

Taxiway E holding position is not outlined with a black border six inches or greater in width.

Rwy End: 18 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 18 threshold bar marking is stained and/or discolored.

Rwy End: 18 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 18 designation markings are stained and/or discolored.

Rwy End: 36 In accordance with Chapter 14-60.007(10)(b), FAC. – Runway end light groups shall contain three lights for visual runways.

Runway 36 end light groups contain four lights.

Rwy End: 36 In accordance with Chapter 14-60.007(10)(a), FAC. – Runway edge lights shall emit white light.

Runway
Edge Lights

Runway 36 edge lights emit amber light for the last 2,000 feet of the runway.

Mitigated Deficiencies

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Rwy End: 08 In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline markings shall be white.

Runway 08 runway centerline stripe markings are faded.

Spoke with Ms. Katie O'Connor, inspection contact, during the inspection on March 23, 2026 and the runway markings will be corrected during the Runway 08/26 Rehabilitation project (PFL0013523).

Rwy End: 08 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 08 runway designation marking is faded.

Spoke with Ms. Katie O'Connor, inspection contact, during the inspection on March 23, 2026 and the runway markings will be corrected during the Runway 08/26 Rehabilitation project (PFL0013523).

Rwy End: 08
Runway
Centerline In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway 08 runway centerline stripe markings do not contain glass beads.

Spoke with Ms. Katie O'Connor, inspection contact, during the inspection on March 23, 2026 and the runway markings will be corrected during the Runway 08/26 Rehabilitation project (PFL0013523).

Rwy End: 08
Runway
Designation In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway 08 runway designation marking does not contain glass beads.

Spoke with Ms. Katie O'Connor, inspection contact, during the inspection on March 23, 2026 and the runway markings will be corrected during the Runway 08/26 Rehabilitation project (PFL0013523).

Rwy End: 18 In accordance with Chapter 14-60.007(2)(c)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility greater than ¾ mile: the approach surface ratio is 34:1.

Runway 18 approach ratio is 25:1 due to trees 35 feet tall, 1,070 feet before the approach end of the runway, 35 feet right of centerline.

Received an e-mail from Ms. Katie O'Connor, inspection contact, on April 22, 2026 stating the trees have already been removed. With these trees removed the approach surface ratio is 34:1 due to trees 1,590 feet before the approach end of the runway, on centerline.

Runway 18 threshold is displaced to the approach end of the runway.

Rwy End: 26 In accordance with Chapter 14-60.007(2)(b)1.d., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a visual landing approach: the width of the primary surface is 500 feet.

Brush 4 feet tall, 105 feet after the approach end of the runway, 210 feet right of centerline penetrates the Primary Surface of Runway 08/26.

Brush 4 feet tall, 155 feet after the approach end of the runway, 150 feet right of centerline penetrates the Primary Surface of Runway 08/26.

Received an e-mail from Ms. Katie O'Connor, inspection contact, on April 22, 2026 stating the brush would be removed by December, 31, 2026.

Rwy End: 26 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 26 threshold bar marking is faded.

Spoke with Ms. Katie O'Connor, inspection contact, during the inspection on March 23, 2026 and the runway markings will be corrected during the Runway 08/26 Rehabilitation project (PFL0013523).

Rwy End: 26
Runway
Centerline In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway 26 runway centerline stripe markings do not contain glass beads.

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Spoke with Ms. Katie O'Connor, inspection contact, during the inspection on March 23, 2026 and the runway markings will be corrected during the Runway 08/26 Rehabilitation project (PFL0013523).

Rwy End: 26
Runway
Designation

In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway 26 runway designation marking does not contain glass beads.

Spoke with Ms. Katie O'Connor, inspection contact, during the inspection on March 23, 2026 and the runway markings will be corrected during the Runway 08/26 Rehabilitation project (PFL0013523).

Rwy End: 26
Threshold
Bar

In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Runway 26 threshold bar marking black outline is faded and in poor condition.

Spoke with Ms. Katie O'Connor, inspection contact, during the inspection on March 23, 2026 and the runway markings will be corrected during the Runway 08/26 Rehabilitation project (PFL0013523).

Rwy End: 26
Threshold
Bar

In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway 26 threshold bar marking does not contain glass beads.

Spoke with Ms. Katie O'Connor, inspection contact, during the inspection on March 23, 2026 and the runway markings will be corrected during the Runway 08/26 Rehabilitation project (PFL0013523).

License

Effective: 07/01/2026

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 06/30/2027

☐ VFR Use Only

Conditions:

The department may revoke, refuse to allow or issue, any license or license renewal, if it determines that the airport does not comply with the conditions of the license, license renewal, or site approval or that the airport has become unsafe or unusable for flight operation due to physical or legal changes that were the subject of approval pursuant to Section 330.30(2)(e), F.S.

A. This Airport has the following landing areas and approach limitations.

1. Runway 08/26 is available for visual approaches only.

- a. Runway 08 is FAR 77 category B(V).
- b. Runway 26 is FAR 77 category B(V).

2. Runway 18/36 is available for non-precision instrument and visual approaches.

- a. Runway 18 is FAR 77 category C.
- b. Runway 36 is FAR 77 category B(V).

3. Runway 18 threshold is displaced to the approach end of the runway.

B. This Airport is issued a Special License pursuant to Chapter 330.30(2)(b), F.S.

The department may license a public airport that does not meet standards only if it determines that such an exception is justified by unusual circumstances or is in the interest of public convenience and does not endanger the public health, safety, or welfare. Such a license shall bear the designation "special" and shall state the conditions subject to which the license is granted.

1. Runway 08/26 pavement is in poor condition.

2. Runway 08/26 runway markings are poor.

3. Brush 4 feet tall, 105 feet to 155 after the approach end of the runway, 150 feet to 210 feet right of centerline penetrates the Primary Surface of Runway 08/26.

Additional Licensing Remarks: